

ended officially its 14,000 mile voyage from the Atlantic to the Pacific.

The rest of the day's ceremonies was simple. Mayor Taylor and the reception committee went out to give official welcome to Admiral Evans. The Admiral received them in his emergency cabin. Admiral Thomas went to call on Secretary McCall and later the Secretary called on Admiral Evans and the other Admirals.

## EVANS' GREAT DAY.

The proudest man of the day was Evans. It was practically his last day of authority on board an American warship. He directed every movement of the fleet personally. For nearly an hour he sat in a chair on the afterbridge of the Connecticut. The wind became rather cold and he got on his crutches and went inside the cabin. He could see every movement and he was as happy as a child. The news of his grandson's death has been kept from him. He was much stronger than at any time since the fleet left Trinidad. His eye and skin were as bright and clear as ever they were. He was fairly radiant to think he had got back to his flagship. As soon as the anchor was cast the Admirals and Captains began flocking to the Connecticut, and every man got a warm greeting from the Commander in Chief.

"Just say I'm glad to be here, that everything's all right and that I'm happy, and I guess you'll hit it about right," was his greeting to the SUN reporter.

"Late this afternoon Evans was taken ashore to quarters arranged for him in the St. Francis Hotel. He will remain there until the day he hauls down his flag, when he will go on board the flagship for the ceremony. With his departure for the hotel this afternoon Evans practically closed his naval career."

## TANGLED WELCOMES.

San Francisco is having its troubles over the fleet. Two sets of welcomes, one headed by so-called good millionaires and the other by so-called bad millionaires, are striving to outdo each other. The good millionaires are led by Spreckels and Meien and have the Mayor and city government behind them. They are the anti-graft reformers of whom people are now beginning to be suspicious. The bad millionaires include Calhoun, the traction man, and every other indicted rich man out here. Gov. Gillett and the Southern Pacific line up with them.

Both sides will give dinners to McCall and Evans. The bad millionaires are to give theirs first. It is a \$20 dinner. The next night the good millionaires will give theirs. That's only \$10 a plate. Then there's been a mix-up over using the same decorations in hotels where the rivals have entertainments. It's a merry war and gives the rival political camps a chance to scrap and feel better. The boosters are nowhere compared with these two camps and their shouts and claims and backbiting and whacks.

To-night there's a city official ball at the Hotel Fairmont. It is a gay scene, with a throng of army and navy officers in full dress and women in the finest togethery.

To-morrow the real fun begins. There will be a big parade in the forenoon and then it's to be a big hurrah for the blue-jackets. The citizens have fitted out a huge three story building two blocks from the water front for the use of the blue-jackets. It has 300 beds, several billiard tables and card rooms, an information bureau and playground attached, and everything is free from now on for ten days. It's going to be "Hurrah, boys! Everybody cheer, laugh, throw fits, do any old thing, no matter what it costs."

## STORY OF A GREAT CRUISE.

Illness of Admiral Evans the Only Draw-back—Ship and Men Alike Benefited.

SAN FRANCISCO, May 6.—With the arrival to-day of the battleship fleet, still known officially as the United States Atlantic fleet, at this port the longest cruise ever made by a fleet of battleships of any navy comes to an end. The fleet believes it was ordered to San Francisco for some definite military or diplomatic purpose. Whether that has been accomplished only those in authority in Washington know. Up to the time when Magdalena Bay was left the cruise was strictly military. On the day the fleet reached San Diego, Cal., never has any fleet of any nation in the world in more efficient condition.

On the voyage from Hampton Roads, beginning on December 16 last, to San Francisco the fleet had been at five foreign ports. It has been reviewed by the Presidents of four republics—President Roosevelt, at Hampton Roads; President Poincaré, at Rio de Janeiro; President Monte, at Valparaiso, and President Pardo, at Callao. According to the log of the Louisiana, which the SUN's correspondent sailed, the fleet has cruised 13,750 knots, or in round numbers 13,750 sea miles. Estimates of the exact distance vary on the sixteen battleships, according to the calculation of individual navigators. Some days' runs were estimated by dead reckoning, and there was no way of determining to a knot the distance that the ships travelled.

## GOOD STEAMING TIME.

The elapsed time from Hampton Roads December 16 to dropping anchor in San Francisco harbor May 6, was 141 days 7 hours. The actual time of cruising for the 13,750 knots voyage was 61 days 19 hours. Practically 90 days (79 days 12 hours, to be exact) were consumed in various ports. Of this time a period of 30 days was occupied largely in practice at Magdalena Bay. In Trinidad there was a stay of 6 days. In Rio, 10; Punta Arenas, 7; Callao, 9, or sixty-two days in round numbers. The rate of steaming was practically 10 knots. Occasionally 11 and even 12 knots was tried; several times speed was reduced to 8 knots and once or twice to 6 for experimental purposes or because of some mishap to a ship. Such accidents were few and at most only delayed the fleet an hour or two.

Allowing reasonable time to coal in foreign ports and eliminating the time for target practice at Magdalena Bay and the various stops along the California coast, the trip could have been made easily with 10 knots steaming gait in less than eighty days. One day could have been saved at Trinidad, 5 at Rio, 2 at Punta Arenas and 4 at Callao. These with 30 days at Magdalena Bay and 21 spent in California stopping places make 85 days which could have been cut off elapsed time if the movement had been entirely a military one.

These data are valuable as showing what an American battleship fleet can do if called upon in the way of steaming long distances. All the strictly unnecessary time spent in foreign and home ports, with the exception of Magdalena Bay, was occupied with social duties and pleasures. The Government now knows it would take seventy-eight days without undue speeding to send a fleet of battleships from Hampton Roads to San Francisco, providing all coaling arrangements were made in advance.

## THE CRUISE IN RUS.

The longest run of the cruise was from Trinidad to Rio, a distance of 3,225 miles as the fleet sailed it, occupying thirteen days twenty hours. There was a strong head wind, a southeast trade wind. This and



Not in years has there been a time when banks were more closely scrutinized than at present.

Depositors who never before asked questions now want to know about personnel, methods and means.

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## American Bank Note Company,

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Boston, Philadelphia, Baltimore, Atlanta,  
Pittsburg, St. Louis, San Francisco.

The persistent Amazon current caused the fleet to sail far out to the eastward along the northern coast of South America. The next longest run was from Callao to Magdalena Bay, 3,025 miles, occupying twelve days twenty-two hours. The trip from Punta Arenas to Callao, although only 2,663 miles long, occupied twelve days ten hours, largely because the fleet was slowed down on the way for nearly forty-eight hours to obtain data as to slow cruising, and also because of a fog. Slow speed was maintained for some time, in order not to enter Valparaiso harbor in advance of schedule time. Here is a tabulated schedule which tells the story of the cruise in figures:

Sailed from Hampton Roads, Va., December 16, 1907.  
Arrived Port of Spain, December 23, 1907, sailed December 29, 1907, 1,294.7 knots; time, 7 days 5 hours.  
Arrived Rio de Janeiro, January 12, 1908, sailed January 17, 1908, 3,225 knots; time, 13 days 20 hours.  
Arrived Callao, Peru, January 31, 1908, sailed February 1, 1908, 2,663 knots; time, 9 days.  
Arrived Punta Arenas, Chile, February 1, 1908, sailed February 2, 1908, 7 knots; time, 9 hours.  
Arrived Callao, Peru, February 23, 1908, sailed February 28, 1908, 10 knots; time, 10 hours.  
Arrived Magdalena Bay, Mexico, March 12, 1908, sailed April 11, 1908, 3,025 knots; time, 12 days 22 hours.  
Arrived San Diego, Cal., April 14, 1908, sailed April 15, 1908, 28 knots; time, 2 days 21 hours.  
Arrived San Pedro, Cal., April 18, 1908, sailed April 25, 1908, 7 knots; time, 9 hours.  
Arrived Santa Barbara, Cal., April 25, 1908, sailed April 30, 1908, 8 knots; time, 10 hours.  
Arrived Monterey, Cal., May 1, 1908, sailed May 2, 1908, 210 knots; time, 23 hours.  
Arrived Santa Cruz, Cal., May 2, 1908, sailed May 5, 1908, 13 knots; time, 2 hours.  
Arrived San Francisco, Cal., May 5, 1908, sailed May 6, 1908, 10 knots; time, 6 hours.  
Arrived San Francisco, Cal., May 6, 1908, 15 knots; time, 2 hours. Total knots, 13,750.  
Actual time of cruising, 61 days 19 hours.

## LIKE A PLEASURE TRIP.

This trip from Atlantic to Pacific was supposed by people generally to be one of hazard and great daring. Judging from the way California has received the ships, the people in this Commonwealth still hold something of that idea. Otherwise there would be no reason for the hysterical acclaim with which the fleet has been welcomed home. There has been no war and the trip has developed no heroes—unless it be Admiral Evans, for the pathetic struggle he has made against an illness which has caused him intense suffering. From the cruising standpoint the trip has been almost a picnic.

There has been no bad weather to speak of. Off the River Plata there was half a storm one morning and the ships were shaken up a little as they emerged into the Pacific from the Magellan Strait, always a bad place. Not once, however, were table racks used on the ships and the heaviest roll the Louisiana experienced was less than twelve degrees. Other ships would probably tell a similar story.

There may have been some element of danger in passing through the Magellan Strait, but otherwise the cruise has been a summer jaunt over smooth seas and for the greater part of the time under blue skies. There were four days of intermittent fog after entering the Pacific and there were one morning and two hours one afternoon of fog on the Atlantic, a day or two before the Strait of Magellan was reached. The passage through the strait, the last forty miles of which was sailed through quite a thick fog, was accomplished, according to commanding officers generally, with greater ease and less real danger than entering New York harbor and sailing up the Hudson River to the usual anchorage there.

## MANY SURPRISES.

The trip was one of surprises, largely in respect to the receptions given to the ships in various ports. The coolness of the people of Trinidad was as great a surprise as was the exuberant welcome of Brazil and other foreign countries. Rio's welcome was the most demonstrative, Callao's probably the most heartfelt, that of Punta Arenas the most unexpected.

The most anxious time on the cruise was during the passage through the Magellan Strait, although it might be said there was little occasion for any anxiety. There were two highly spectacular events on the cruise—the welcome at sea on the morning of January 29 by a squadron of the Argentine navy off the mouth of the River Plata and the entrance to and exit from Valparaiso harbor on the afternoon of February 14. The American and Argentine fleets exchanged national salutes on the high seas. Many naval officers believe this was the first time such an act of courtesy ever took place.

No naval officer ever remembered such a ceremonious call as was made at Valparaiso. With the Chilean ensign at the fore the ships made a great curve in the shape of a crescent in the harbor. On entering the port the ships fired a national salute of twenty-one guns in unison. On leaving the harbor each ship fired twenty-one guns as a personal salute to Chile's President, who had come out to review the parade.

THE CRUISE IN RUS.

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The day was glorious, the hills were crowded with people, the shipping in the harbor was all dressed. Every naval officer agreed that it was the most spectacular naval parade he ever saw. All were glad that this happened in a port of Chile, a country which not long ago was not overfriendly to us. The messages exchanged between Admiral Evans and the President and other officials of Chile were extremely cordial, and there can be no doubt that the visit to Valparaiso was highly beneficial in fully restoring good feeling between the countries.

## GREAT PROFESSIONAL GAINS.

All naval officers are of opinion that professionally the cruise was of great benefit both to the men and the ships. It was absolutely true, as Admiral Evans telegraphed the Navy Department from Magdalena Bay, that the vessels were in better condition when they arrived there than when they left Hampton Roads. They had been shaken down, as the expression goes. They had become a coherent force. A large quantity of work had been done on each of them such as is usually done in navy yards. The longer the cruise continued the more the truth of the naval saying that "the place for ships to be at sea, not in navy yards" seemed confirmed.

A large part of the routine work on the ships was taken up with drills preliminary to target practice. The purpose of a warship is to shoot, it is a truism to say it. Hence the large amount of time given to learning how to shoot accurately and quickly was precisely what was needed on the fleet. The value of all this work will become known when the Navy Department decides to make public some of the records as may be deemed desirable regarding the work at Magdalena Bay. One may not speak freely of that work, but it is not beyond the limits of propriety to say that the American people will not be ashamed of the men behind the guns when even partial results are made known.

The voyage revealed the cruising qualities of the ships and many lessons were learned from incidental mishaps. Just as many lessons were learned at Magdalena Bay from similar causes as to the way to improve target shooting.

## LEARNING BY MISHAPS.

On the Atlantic coast there were frequent minor breakdowns, boilers, condensers, steering engines and the like needing repairs. All these incidents showed not only how and where mishaps were likely to occur, but showed that it was possible to make repairs in such cases at sea. Although several ships dropped out of the column at various times only once was the fleet slowed down, and then only for a few hours, while repairs were going on. Ships might fly "breakdown" pennants but they kept up right along.

On the Pacific coast there were very few mishaps, and these chiefly relating to steering gear. One of the ships had a cylinder accident coming up to Santa Barbara roadstead, but the ship kept right along in the column. There is little doubt that if pleasure stops had not been made it would have been comparatively easy to take the fleet right on around the world without docking or sending them to a navy yard for repairs. Many officers in the fleet regret that such a course was not adopted, once it was decided to have the fleet encircle the globe, so as to make a record such as the naval world has scarcely dreamed of.

The trip has also been valuable in determining not only the cruising capability of the ships but also the best cruising speed. Although it was proved that the ships could go faster than ten knots it was found that from ten to eleven knots was the most trustworthy speed to be maintained. It could depend upon ships at that speed. Valuable data as to coal consumption and wear and tear on machinery have also been secured. From the engineering standpoint Uncle Sam has learned now exactly what his ships can do in sustained steaming under favorable conditions of weather.

## A RUSSIAN CONTRAST.

By way of contrast between the fine cruising record of the battleship fleet and that of the Russian fleet on its way to Japan, the diary of one of the Russian naval officers who sailed under Rojdestvensky, which was published about a year ago, had this to say about the Russian ships:

"There are continual mishaps to the various ships. One gets sand in her valves. Although six miles off shore, she must have scraped a shoal. Another gets hot bearings and the whole fleet is stopped. Another breaks her propeller blade, another breaks her piston rod. With most of them the steering gear is continually getting out of order. Naval constructors are in demand night and day."

Nothing of that kind has happened with the American ships. They were sent out to cruise and they did cruise, accidents in no way interfering with their steady progress. The effect on the men has been most beneficial. They have got the sea habit, so to speak. They have been in splendid health. You could almost see youngsters growing robust from day to day. Discipline has improved all the time. The men, like the ships, have been shaken down into a cohesive force, with wholesome, fresh, American youngsters, hundreds of them right off the farm, as the home and sinew of the fighting force. They are a fine set of men, and no fighting force in the world can compare with them in what is called morale. In every port their conduct has elicited enthusiastic commendation from the authorities high and low. They have honored their uniform. Contrast this with the conduct of the Russian crews, as the Russian naval officer already quoted records in his diary:

"A transport, the Malay, is largely loaded with lunatics. She is about to return to Russia with lunatics, drunks, invalids and men deported for crimes. The crews are all hard cases, beach combers and the like, picked up in the Madagascar ports. All the officers carry loaded revolvers; a mutiny breaks out among the lunatics and other prisoners; the officers suppress it with slaughter."

It's many a year since an American naval officer carried a loaded revolver because of fear of his men. The acorn of the country is not found in the American navy.

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these days. No brighter, more hard working, loyal men in the world are to be found than those behind the guns on the Atlantic fleet, and when the ships left Magdalena Bay no crews on any warships in the world were in more efficient fighting state.

## HEALTH OF THE FLEET.

Although much has been said about the need of a hospital ship to accompany the fleet, and the Relief did join the ships at Magdalena Bay, the truth of the matter is that each of the ships cared for its sick adequately on the way around. Surgeon-General Rixey lamented publicly that when the fleet left Hampton Roads it had no hospital ship with it. While there can be no doubt that some cases could receive better attention on a hospital ship than on a battleship, especially in the way of better quarters and possibly better diet, it is also true that none of the sick on the fleet suffered seriously from the lack of a hospital ship, unless it was in tubercular cases. Such could have been put on shore for better air and sustained treatment in various places had it been necessary. The sick on each ship were not more than from twenty to twenty-five cases on an average and large part of these were trivial, slight accidents or colds and the like.

There were the usual number of deaths. No one can say that any of these lives would have been spared had there been a hospital ship with the fleet. Some of these cases developed on a single run, when it would have been impossible to transfer them to the hospital ship. This comment is not meant in any way as taking sides in the hospital ship controversy. It is meant to declare that it is quite feasible for a great fleet to take care of its sick successfully, even if no hospital ship be at hand.

## ADMIRAL EVANS' HEALTH.

One great drawback to the full enjoyment of the benefits of the cruise was the condition of Admiral Evans' health. Soon after leaving Trinidad, his old enemy, rheumatism, took hold of him and laid him low for the rest of the voyage. Complications in the nature of stomach troubles followed. The Admiral suffered intensely from pain. At times he was in a most serious condition, as the country now knows. The correspondents with the fleet did not feel it necessary to reveal the grave condition of the Admiral's health, largely because of misunderstanding that might arise, to say nothing of possible complications. For the most part, they kept silent, recording, however, at every opportunity any favorable change in his condition.

Nevertheless, although Admiral Evans was a gravely sick man, the truth is that he was always in command of his fleet up to the time when he left it at Magdalena Bay. He might have done more work with it in the way of maneuvering had he been well. His work may have been negative rather than aggressive, but he was in command all the time. He directed all important movements. He was informed of every situation. He gave every important order himself. He also kept up with the routine and many painful hours did he spend signing documents and going over routine work.

The details of an Admiral's task are burdensome even to a well man. Yet Admiral Evans insisted on keeping up with most of his work even when every stroke of the pen caused him severe pain. Never did he have more loyal subordinates.

## THOMAS A LOYAL FRIEND.

Particularly was this true of Admiral Thomas. Had the latter made unfavorable representations to the Navy Department of the condition of Admiral Evans he possibly might have secured the command of the fleet for himself. Not for one moment would he have listened to such a suggestion, and no one dared to make it to him. Robley D. Evans never had more loyal friend or more faithful subordinate officer than Charles M. Thomas. He deserves lasting honor from the country for his record on this cruise, to say nothing of the enviable record throughout his long service to his flag.

California's welcome to the fleet has been splendid. It can not only to unrestrained enthusiasm but to actual frenzy. No one could see any occasion for it. The fleet was not returning from war or even from grave dangers. It cannot be denied that the welcome for the most part was genuine. Neither can it be denied that the people were worked up to this mental condition. Those who have been with the fleet since it started regret that a few shrewd men have used the presence of the fleet in California ports for boosting purposes of various kinds.

It also seems to be a pity that a magnificent fleet of this size should have been made to stop at various open roadsteads along the California coast where large and costly hotels were in operation, with the result that the officers of these establishments were enriched handsomely at a time when the coast seemed to have only to demand its share to secure a sympathetic distribution. The discipline of the fleet fell off at once. The cruise was diverted from legitimate military ends and the lewdness in efficiency of men and ships was marked and noticeable immediately.

## LOCAL BENEFITS.

On the other hand, there can be no doubt that there was a beneficial side to all this. The entire Western coast, far into the interior, is now the friend of the navy, aggressive in its friendship. A sense of security has come to property holders along the coast. California now knows that it would be possible to bring the fleet to protect her from the East in a reasonably short time. She has seen ships with her own eyes. Tens of thousands of people have come hundreds of miles to look at them.

## Nominations by the President.

WASHINGTON, May 6.—The President to-day sent the following nominations to the Senate:

To be Assistant Appraiser of Merchandise, District of New York—Samuel Krulewitz.  
Medical Corps of Army—Lieutenant-Colonel to be Colonel: George H. Torney and Louis W. Crampton. Captains to be Majors: John H. Stone, Irving W. Rand, Howell C. Taunton, James S. Wilson, Basil H. Dutcher, Leigh A. Fuller, George A. Skinner and Carl B. Darnall.

Navy—Ensign to be a Lieutenant, junior grade and Lieutenant Leo Shan.  
Assistant Naval Constructor to be a Naval Constructor—Henry T. Wright.

Mr. Krulewitz is Republican leader in the Twenty-sixth Assembly district, Manhattan.

Alabama instructs for Taft.

BIRMINGHAM, Ala., May 6.—The State Republican convention of the Thompson and Administration faction was held here to-day with a large attendance. Resolutions were adopted endorsing President Roosevelt and J. Q. Thompson as the administration ticket and instructing the delegates for Secretary Taft. J. O. Thompson was elected State chairman.

Thomsen and Follansbee Going to Chicago.

John G. Follansbee and Max F. Thomsen were elected last night delegates to the Hearst national convention from the Thirtieth Congress district.

## UNDER ROOSEVELT'S SHADOW

REPUBLICANS DOUBTFUL OF THE OUTCOME AT CHICAGO.

Cannon Gave Over to Roosevelt—Black Urges Taft on First Ballot as the Only Escape—Harmon's Nomination Taken as Involving Peace or Defeat in Ohio.

The nomination of Judson Harmon yesterday at Columbus as the Democratic candidate for Governor of Ohio was variously interpreted in New York city last night by politicians of high and humble degree in the Republican and Democratic parties. The view which was uppermost was that if Secretary Taft is to be nominated for the Presidency by the Republicans at Chicago the Roosevelt-Taft combination in Washington and elsewhere must give assurances either before Taft's nomination or immediately afterward that the war on Senator Foraker to eliminate him from public life and especially the efforts to prevent his return to the United States Senate must cease. Senator Foraker's term expires March 3, 1909. The Ohio State Legislature is Republican only by two on joint ballot.

Judge Harmon is considered the strongest Democrat in the State. He has the support of all kinds of Democrats and thousands of Republicans are not unfriendly to him. The Roosevelt-Taft war on Foraker has torn the rank and file of Ohio Republicans asunder. The Ohio Republican State machine by the use of Federal patronage and the power of the Federal administration brought about the endorsement of Taft for the Presidency, but the use of this power has left feeling, the very worst feeling, in fact, in the Ohio Republican ranks. It is a quarter of a century, and it is a State noted too for its Republicanism.

And the interpretation put upon Harmon's nomination last night was that the Roosevelt Republicans felt more than ever that Roosevelt's renomination at Chicago was demanded, for the reason that the President is far stronger in the State than Taft; but even in that event—Roosevelt's renomination—peace must be made with Senator Foraker and his friends or the State will be lost to the Republicans in November and the Democrats in next winter's Legislature at Columbus will have a majority on joint ballot with which to send a Democratic Senator to Washington in place of Foraker.

Indeed it has been known for several days that Republicans of New York State have taken very little stock in the Taft boom. William Barnes, Jr., of Albany, has told his friends that he wouldn't bet a cent on Taft, and he wouldn't bet a cent on Roosevelt's renomination.

Ex-Gov. Frank S. Black has had frequent conferences with William L. Ward, Republican national chairman, and the State ex-Representative Lucius N. Littauer, for the State. He has been told that the President is far stronger in the State than Taft; but even in that event—Roosevelt's renomination—peace must be made with Senator Foraker and his friends or the State will be lost to the Republicans in November and the Democrats in next winter's Legislature at Columbus will have a majority on joint ballot with which to send a Democratic Senator to Washington in place of Foraker.

Speaker Cannon, it was declared, has gone over to Roosevelt—to the idea that Roosevelt should be renominated—and this expectation for the Speaker's alleged change of front was vouchsafed: "The Speaker is a candidate for reelection. He believes Roosevelt for President can bring about the election of more Republican Congressmen than Taft or any other man. The present House is Republican by only fifty majority, and a change of twenty-six Congressmen would throw the House to the Democrats."

Ex-Gov. Black and his friends are urging all Republicans not only in New York but in other States to put in their best legs to bring about Taft's nomination on the first ballot, on the argument that by only such a vote can Roosevelt's renomination be prevented and the business interests of the country saved from further smash and collapse. The Speaker's alleged view that Roosevelt's renomination would bring about the election of more Republican Congressmen than Taft or any other man is a view of the Speaker's alleged view that Roosevelt's renomination would bring about the election of more Republican Congressmen than Taft or any other man.

Ex-Gov. Black was also quoted as saying that Taft must cease his warfare on Foraker, and this statement was emphasized last night when a free and open discussion was had as to the results that will follow in Ohio the nomination of Harmon as the Democratic candidate for Governor.

Prize Bryan but Favor Johnson.

BANGOR, Me., May 6.—Delegates to the national convention at Denver were chosen by the Fourth district Democratic convention here to-day. In place of instructions, for which an attempt was made, a plank was adopted which says that while deeming it inadvisable to instruct the delegates, the Fourth district Democrats desired to express their hearty appreciation of Mr. Bryan's record for democracy, their confidence in him and their desire that he should continue his leadership. The delegates favor the nomination of Johnson for President.

## "COUNT" VON HELDEN ARRESTED

On Complaint of His Mother-in-Law, Who Charges Bigamy.

NEW ROCHELLE, N. Y., May 6.—Paul Ritter von Helden, who describes himself as a "German Count," was arrested this afternoon in New Rochelle after leaving his yacht in Echo Bay. He was arrested on a warrant issued on the complaint of Mrs. Ida A. D. Bramback, who lives at 15 North Terrace avenue, Mount Vernon, that the Count married her daughter when he had another wife.

She charges that on March 8, 1906, he married her daughter, Emily Ernest S. Bramback, who is now 21 years old, in Manhattan and that as Gordon Raoul Ritter von Helden he married Gertrude Caroline Lewis in New Rochelle on September 2, 1907, and that they have not been divorced. His second wife is now traveling in California, says Mrs. Bramback. She says she saw him in New Rochelle on the night of May 4, 1908, and that he was with her when she was arrested. She says she saw him in New Rochelle on the night of May 4, 1908, and that he was with her when she was arrested. She says she saw him in New Rochelle on the night of May 4, 1908, and that he was with her when she was arrested.

Why, I know of only one wife," said he. "This Mount Vernon woman must be crazy to make such a charge."

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## OHIO NOMINATES HARMON.

After Naming Cincinnati Lawyer for Governor, Convention Instructs for Bryan.

COLUMBUS, Ohio, May 6.—The Democratic State convention to-day nominated Judson Harmon for Governor on the second ballot and defeated the candidates of Mayor Tom L. Johnson of Cleveland for all of the State offices.

The victors were generous to Johnson, however, making him one of the delegates at large to the national convention and instructing the entire State delegation, at large and from districts, to vote for the nomination of William Jennings Bryan, whose endorsement was the aim of Johnson's programme.

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